

STEVENS PASS GREENWAY

AN EVOLVING GREENWAY VISION



From the saltwater port of Everett, through the scenic grandeur of the high Cascades, to the sunny orchards of Wenatchee, the route over Stevens Pass travels through a multitude of green places. Following ancient river corridors, prehistoric trails and historic railroads, US 2 passes family farms, productive timberlands, parks, forests and growing communities, each with its own unique character and history. The journey today is varied and beautiful; will it be that way for the next generation? Our quality of life, our economic prosperity, and the sustainability of our natural environment depend on these connecting green spaces. The green spaces, rivers and streams along the corridor support farming and timber production, recreation and tourism, our cultural and historic heritage, fisheries and wildlife habitat. The Greenway vision carries a regional commitment to protecting the value of public and private lands and resources that contribute to Greenway character. ***The Stevens Pass Greenway Newsletter is a quarterly publication of the Stevens Pass Greenway. For information please contact Jim Cummins, Vice President, by phoning or faxing (360) 794-1171 or by written P.O. Box 1494, Monroe, WA 98272-1494.***

Greenway People , Places and Points of View

THE FRUIT INDUSTRY IN THE STEVENS PASS GREENWAY

By Eliot Scull

The Wenatchee Valley between Leavenworth and Wenatchee contains some of the best pear growing terrain in North America, if not the world. Bartlett, D'Anjou and Bosc are the main varieties, but other pears are also represented, as well as apples, cherries, peaches, apricots and nectarines. The soils, climate and access to reliable water application through modern irrigation systems,

results in ideal conditions for fruit production, and especially pear production. There are packing houses, cold and controlled atmosphere (UCA") facilities, and fruit brokers in Leavenworth, Peshastin, Dryden, Cashmere, and Wenatchee. This results in an effective infrastructure for packing, storing, and marketing the fruit in a manner that makes this area

renowned all over the world for the quality of fruit production. Blossom time in April and May, and harvest time from August through October are the high profile times in the valley, but pruning occupies the winter months, while thinning, spraying, fertilizing etc. make the summer a busy time as well. The valley is at its most beautiful with the trees in bloom in May, and

fruit hangs heavy on the trees in August and September. Many visitors come at this time to see the beauty of the area and to taste the results of the harvest.



The valley is subject to increasing development pressure as population grows, and other parts of the state become more crowded. The orchards and the lifestyle they support are an integral part of the valley, and have been for over a century. The history of this part of the valley is really the history of the fruit industry. It is critical that the orchard lands remain economically viable, and fruit production continues to support the large work force that it historically has done. Efforts must be made over the next few years to ensure that this occurs. It will take the efforts and goodwill of the orchardists, the local governments, and the citizenry at large, but it can and will be done.

Greenway History

STEVENS PASS HISTORIC DISTRICT

By Susan Peterson

The Stevens Pass Historic District is 69 miles long and stretches from the west slope of the Cascade Mountains and ends in Leavenworth. This special corridor was classified as a National Historic District in 1976 and placed on the National Register of Historic Places.

The designation was made to protect and preserve a physical record of the remarkable engineering feats required to develop a railway crossing through the Cascade Mountains. The Historic District and surrounding forest lands are rich in recreational and scenic qualities. If you listen carefully, the sound of today's trains will transport you back into the past.

More History

James J. Hill was an individual of intense vision. In 1889, Hill formed the Great Northern Railway and began pursuing his dream of having the first railway stretching from St. Paul, Minnesota to Puget Sound. Known as the Empire Builder, Hill's tenacity to succeed was realized when John F. Stevens discovered the present route through what is now known as Stevens Pass. Stevens went on to greater fame when he engineered the Panama Canal.

TUNNELLING THROUGH THE CASCADES

Crossing the Cascades was an incredible feat. Originally, a system of switchbacks was created to transport passengers and railcars over the pass. A profitable business year for the railway produced enough capital to build a tunnel. Miles of

solid granite mountain were tunneled through. Workers on opposite sides of the mountain bored through solid rock. The engineering was so exact that there was less than one-inch difference between the two sides when they met in the middle. It took three years and over 600 workers continuously working in shifts to complete the 2.6 mile tunnel.

The tunnel eliminated switchbacks but created other hazards. In 1909, the tunnel was electrified to eliminate hazardous exhaust fumes from the trains. Clearing of the forest cover on the hillsides caused avalanches. In 1910, one of the worst railroad disasters occurred when 96 passengers were killed by avalanche when they were trapped in their railway car near Wellington.

THE ROAD TO ECONOMIC PROSPERITY



In 1929, a new 7.8 mile tunnel replaced the first tunnel. The Great Northern Railway became the life link of the young nation with a safe and reliable transportation system across the Cascades. J. J. Hill's vision brought settlement and economic prosperity to the Pacific Northwest.

The railway opened the way for automobiles. In 1925, the Cascade Scenic Highway was open. Automobiles were able to travel from Everett to Wenatchee in six hours during the summer months. In 1942, the route was improved to accommodate year round travel.

Places To Visit

There are several notable areas of interest if your travels take you through the Stevens Pass Greenway:

Historic Trail

The Iron Goat Trail is a wonderful journey back to the turn of the century when steam locomotives toiled through these mountains. The trail follows the abandoned Great Northern Railway grade. Railroad history comes alive as you pass the remnants of tunnels, trestles and labor camps. A guidebook is available to help you identify objects and the history behind them. Check at the Skykomish Ranger District for interpretive tours. Access is from Highway 2, at Milepost 55 (eastbound) or Milepost 58.4 (westbound) from the summit. You may want to stop at the cascading Deception Falls a short distance away.

THE STORY OF THE IRON GOAT

Where trains once thundered, volunteers are now constructing an historic recreational trail. Over six trail miles through lovely forests of ferns, alders and evergreens are already open to the public (including one-mile barrier free). The goal is to extend the hiker trail another one and one-half miles to the Wellington townsite, with the Wellington to Windy Point Tunnel and Old Cascade Tunnel segments barrier free.

For information about the Iron Goat Trail, call (206) 283-144Q or visit their web page at [http://dev.bsc.ctc.edu/cps/iron goat](http://dev.bsc.ctc.edu/cps/iron%20goat).

Stevens Pass Summit is a wonderful alpine ski area in winter and a favorite hiking area in summer. The Pacific Crest Trail and access into the Henry M. Jackson or Alpine Lakes Wilderness areas are possible from here. As you travel towards Leavenworth you will pass Stevens Pass Nordic Center. There are 25km

Bygone Byways

On the westbound side of Highway 2 (Milepost 71.8) is Bygone Byways. Tucked away from the highway amid Douglas Fir and Hemlock trees, you will find a short interpretive trail that takes you on three types of transportation routes used at the turn of the century. Three types of transportation routes used at the turn of the century. This quiet spot along Nason Creek once rang with the clang of noisy engines and acrid smoke.

Lake Wenatchee Beckons

Continuing Eastward you will pass through Coles Corner. Five miles down Highway 207 provides a glimpse of beautiful Lake Wenatchee. Visiting here is like a treasure hunt. Camping, fishing, hiking, auto-touring, trail riding, canoeing, and even golf courses abound here!

The Rivers Song

You will notice gradual changes in the forest as you head towards Leavenworth, dense cedar and fir gradually give way to open pine meadows. During fall, vine maple fills in the gaps with brilliant color. You will be following the Great Northern Railway's original route from Winton to Leavenworth. Slow down when you enter the Tumwater Canyon. Stop at Swiftwater Picnic Area and listen to the river's song. There are remnants of a different culture, one much older than the railroad.

Drury Falls Escape

There are several pullouts where you can stop safely. Look for one about one mile south of Swiftwater. Looking up the steep canyon wall across the river you will see Drury Falls. During the spring the falls are spectacular with rainbows arching over them. During winter the falls are encased in ice, creating sculptures on the cliff walls.

A Look at the Past

Halfway down the canyon you will find a small dam. During the summer the Chelan County PUD features a large interpretive sign which explains how power was generated for train engines on Stevens Pass. The dam was built in 1907 and if you look closely you will see the fish ladder and chutes for logs that were floated down to a mill in Leavenworth.

A Legacy Along the River

One mile further you will see Castle Rock, a popular spot for mountain climbers. Another mile and you come to the old Penstock Bridge. This is the former site of the Tumwater Power Plant. To create enough pressure to produce electricity, an 8.5 foot diameter wooden pipe (penstock) was built. The penstock carried water from the Tumwater Dam to the power station. Visitors today enjoy access to the river from here.

The Eastside Greenway Destination

Just outside Leavenworth there is a curious box-like structure in the river. This was part of the Leavenworth National Fish Hatchery. In the 1940's, a canal carried water from here to some salmon holding ponds located on Icicle Creek. During high spring run-off, the Wenatchee River flooded over the top of this structure. Around the bend is the Bavarian Village of Leavenworth.

For more information on the Stevens Pass Historic District, contact the Lake Wenatchee Ranger District at (509) 763-3103. Or the Leavenworth Ranger District at (509) 548-6977.

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BOARD MEMBER PROFILES

DALE REINER: Fifty-five years old, born in Monroe, Washington, is the fourth generation of an area pioneer family. He lives on a portion of the original 160 acres homestead by his great grandfather. He graduated from Monroe High School, Everett Community College and attended the University of Washington. Dale served in the Marine Corps from 1960-1964. Dale is married with two children. He has been in business with his brother Alan for thirty years. Currently they operate a site development and utility contracting company, a custom farming operation and a farm 300 acres of their own along the Skykomish River south of Monroe where they raise corn, hay and registered angus cattle. Dale is active in community activities, historical projects, local politics, youth activities, and farm, fish, and flood projects. He is also greatly interested in the past and future of

the Skykomish Valley area. Dale is a valuable part of the Stevens Pass Greenway Board of Directors.

ROBERT L. PARLETTE: Born in Toledo, Ohio in 1941. Monroe to Linda Parlette and has three children and two stepchildren. He attended the U.S. Air Force Academy.

After serving 5 1/2 years in the Air Force, he attended the University of Washington Law School graduating with honors. He began private practice with the Davis Ariel Law Firm in Wenatchee. He is now a senior partner practicing with an emphasis on litigation and commercial law. He owns and manages a 12-acre cherry orchard. He is a founding member of the Wenatchee Outdoor Club, the Ridge to River Relay and served as president of the organizing committee for the 1989 Washington Centennial State Winter Games. He has been a member of the Washington State Games Foundation and served as a trustee of the Wenatchee Valley Community College and the Wenatchee Valley College Foundation. He is a member of the Chelan Douglas County Land Trust and Rotary International. He is cochairman of the Complete the Loop Coalition and serves as a citizen member on the Washington State Interagency Committee for Outdoor Recreation. Bob is a valuable addition to the Stevens Pass Greenway Board.

**Stevens Pass
Greenway
Post Office Box 1494
Monroe, WA
98272-1494** ■